*code__of__federal__regulations/ibr__locations.html.*

(b) The standards and specifications approved for incorporation by reference in this part and the sections affected, are:

*American Society for Nondestructive Testing (ASNT)*

4153 Arlingate Road, Caller # 28518, Columbus, OH, 43228–0518

ASNT ''Recommended Practice No. SNT-TC-1A (1988), Personnel Qualification and Certification in Nondestructive Testing'' .....98.25–97(c)(2)

*American Society of Mechanical Engineers (ASME) International*

Three Park Avenue, New York, N.Y. 10016–5990

ASME Boiler and Pressure Vessel Code, section V, Nondestructive Examination (1986).....98.25–97(a)(1)

[CGD 85–061, 54 FR 50965, Dec. 11, 1989 as amended by USCG–1999–6216, 64 FR 53226, Oct. 1, 1999]

## Subpart 98.25—Anhydrous Ammonia in Bulk

### § 98.25–1 Applicability.

(a) The regulations in this subpart apply to each self-propelled vessel that has anhydrous ammonia on board as a cargo, cargo residue, or vapor and that is not regulated under part 154 of this chapter.

(b) Any self-propelled vessel to which this subpart applies shall be inspected and certificated under this subchapter and subchapter D of this chapter.

[CGD 74–289, 44 FR 26008, May 3, 1979]

### § 98.25–5 How anhydrous ammonia may be carried.

(a) Anhydrous ammonia shall be carried in unfired pressure vessel type tanks independent of the structure as detailed in this part, except as otherwise provided in paragraph (b) of this section.

(b) When anhydrous ammonia is to be transported at its boiling temperature at or near atmospheric pressure, the Commandant may permit the use of alternate methods of storage if it is shown to his satisfaction that a degree of safety is obtained consistent with the minimum requirements of this subpart.

### § 98.25–10 Design and construction of cargo tanks.

(a) The cargo tanks shall meet the requirements for Class I, I-L, II, or II-L welded pressure vessels and shall be fabricated, inspected, and tested in accordance with the applicable requirements of part 54 of subchapter F (Marine Engineering) of this chapter.

(b) Unlagged cargo tanks subject to atmospheric temperatures shall be designed for a pressure of not less than 250 pounds per square inch gage.

(c) Where unrefrigerated cargo tanks are lagged as required by §§ 98.25–30 and 98.25–60, the tanks shall be designed for a pressure of not less than 215 pounds per square inch gage.

(d) Refrigerated cargo tanks, in which the temperature of the liquid ammonia is maintained below the normal atmospheric temperatures, shall be designed for a pressure of not less than the vapor pressure corresponding to the temperature of the liquid at which the system is to be maintained, plus 25 pounds per square inch gage.

(e) Each tank shall be provided with not less than a 15″×18″ diameter manhole, fitted with a cover located above the maximum liquid level and as close as possible to the top of the tank. Where access trunks are fitted to tanks, the diameter of the trunks shall be not less than 30 inches.

[CGFR 65–50, 30 FR 17022, Dec. 30, 1965, as amended by CGFR 68–82, 33 FR 18902, Dec. 18, 1968]

### § 98.25–15 Markings.

(a) Cargo tanks shall be marked in accordance with the requirements of § 54.10–20 of subchapter F (Marine Engineering) of this chapter.

(b) In addition to the markings required to be stamped on the tank, the legend, ''Anhydrous Ammonia'' shall be conspicuously and legibly marked upon the dome or upper portion of the tank in letters at least 4 inches high.

(c) All tank inlet and outlet connections, except safety relief valves, liquid level gaging devices and pressure gages shall be labeled to designate whether they terminate in the vapor or liquid